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# Give Us Water That We May Drink **TANSAN**

**PURE.** Exquisite in Flavor, Stimulating without Ration, this life-giving, Natural Mineral Water gushes out of the mountain-side at Takaraka, near Kobe, Japan.

**PURITY.** Its source is amid hard volcanic rock, beyond reach of contact with any human being, and it is conveyed by gravity through a rock-hewn tunnel and concrete aqueduct to a shallow cistern, where, without pumping, filtering, or touch of human hand, it is placed by machinery in sterilized bottles and packed in cases for shipment; thus, from its initial source protecting the water against possible contamination of any kind. Percolating through several strata of volcanic rock, it is saturated with the unsullied mineral properties, and its chemical skill can duplicate the living Tansan any more than this laboratory can create a living tree.

**FLAVOR.** Tansan gladdens the palate with a most peculiar to itself, clean, crisp, sweet, and delicious. Its appetizing taste appeals to satisfaction, without a trace of artificiality, however freely indulged in.

**TANSAN** is Nature's own distillation, and because of its absolute purity it blends with spirits, wines, stout, milk, and other liquors without altering the natural flavor, except to quicken it.

**STIMULUS.** Tansan is refreshing, and, by reason of its saline qualities, it cures the appetite and stimulates the nutritive functions. It is persistently effective without being laxative, and it cleanses from the problem of life the elements attributable to the liver and kidneys.

The supply is inexhaustible, being an even flow, entirely independent of surface conditions of a wet or dry season, and there will never be necessity for the artificial manufacture of Tansan, so that it will be forever free from the obnoxious taste peculiar to all bottled and fabricated waters. Visitors to the Spring find the office plant open to inspection—there is nothing to conceal.

**TANSAN** conduces to vigorous Health, is Low Calorie, and Restorative, **DRINK TANSAN.**

**THE CLIFFORD-WILKINSON**

**TANSAN MINERAL WATER Co., Ltd.,**  
Kobe, Japan.

**BEWARE OF OUR IMITATIONS!!!**

The only Genuine Tansan bears the name of J. Clifford-Wilkinson on the label.

SOLE AGENTS

**H. PRICE & CO.,**

12, QUEEN'S ROAD CENTRAL.

**SPECIAL PURCHASE.**

**OXFORD**

**TUNIC**

**SHIRTS**

(Size 34-40)

**NEAT STRIPES.**

**FAST COLOURS**

**\$17.50**

4 DOZEN.

**SPLENDID VALUE**

on show

AT

**POWELL'S**

**GENTLEMEN'S**

**OUTFITTERS,**

**28, Queen's Road**

(Opposite the Clock Tower)

**HONGKONG**

# The **SAVOY,**

LIMITED.

**Straw**

**Hats**

from

**\$2.25.**

**MEN'S SHIRTS**

from

**\$2.25.**

**5 per cent off FOR CASH.**

**THE SAVOY, Ltd.**

QUEEN'S ROAD.

**TO SMOKERS.**

It is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

**Two Good Reasons** why it is advantageous to Smoke Egyptian Cigarettes.

1.—Cheapsness of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middlemen's profits.

2.—Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco imported from 40% to 60% cheaper than imported cigarettes of equal quality.

NAME	SIZE	ACROSS IN INCHES	PRICE PER 100
Great Britain...large	50	50 & 100	\$4.50
Venus...large	50	50 & 100	3.00
Hong Kong Club (cork tipped)...large	50 & 100	3.00	
Admiral...medium	100	2.50	
Princess...gold tipped (ladies)...small	100	2.00	
Flor de Oriente...with tubes (ladies)...small	100	2.00	
Military (gold tipped)...medium	100	2.00	
Germania...medium	100	1.50	
Paris...small	100	1.50	
The Peak Tramway...medium	100	1.50	
Empress of China (gold tipped)...medium	100	1.20	
Lustonia...medium	100	1.00	

We also make cheap cigarettes of second grade Turkish Tobacco at \$8.00 per 1000. Minimum Quantity sold—1,000. To Messrs. Clubs, Hotels and all large Buyers, Special Terms are allowed.

**T. E. P. SPYROPULOS,**  
9, Beaconsfield Arcade.  
(OPPOSITE THEATRE ROYAL)

# **S. MOUTRIE & Co.,**

HONGKONG, SHANGHAI, TIENTSIN.

**PIANOS**

BY ALL THE LEADING MAKERS.

ORGANS, GRAMOPHONES

and every kind of

**MUSICAL INSTRUMENT.**

A STOCK OF OVER 5,000 RECORDS TO SELECT FROM.

TUNING AND REPAIRING A SPECIALITY.

SOLE AGENTS FOR

The Pianola, Piano

Pianola, and Aerola, and

only to be had at

**S. MOUTRIE & Co., Ltd.,**

YORK BUILDINGS, CHATER ROAD.

Hongkong, May 17, 1906.



**A. S. WATSON & Co., Ltd.**

**AERATED WATER MANUFACTURERS.**

In the manufacture of High-Class Mineral Waters the following are essential—

**Pure Water—**

**Up-to-date Plant**

**The Best of**

**Materials**

AND

**Expert**

**Manipulation.**

All these conditions are obtained in Waters of our manufacture.

**ABSOLUTE PURITY.** Repeated analysis both locally and at home guarantee this.

**UP-TO-DATE PLANT.** Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in PERFECT AERATION and economies in working justify them.

**THE FINEST MATERIALS** only are used.

**ENGLISH EXPERTS** manage our factories and our Waters are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment, the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters necessitating special study.

Our **STONE GINGER BEER** is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaican Ginger it is perfectly wholesome and is an ideal summer beverage.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1861.  
Hongkong, June 9, 1906.

# **BIRTH.**

**DAWSON.**—On June 10, at Singapore, the wife of Capt. W. Dawson, S.S., "Hong Moh," of a Son.

**PERRELL.**—On June 10, at Padua, Eugenia, the beloved wife of Gino Perrell.

**CHARNICK.**—On June 8, at her residence, Oatnagh Road, Singapore, Amelia Charnick, beloved mother of Mrs. J. Oatnagh. Aged 73 years.

# **MEMOR. FOR TO-MORROW.**

**Auction.**  
9 p.m.—Auction of Miscellaneous Goods, at the F. Kien's Sales Rooms, No. 19, Raffles Place.

**Miscellaneous.**  
Goods per Martini undelivered after this date subject to rest.  
Goods per Indragit undelivered after this date subject to rest.  
Goods per Della not cleared at 4 p.m. on this date subject to rest.

**General Memoranda.**  
**TUESDAY, June 21.**—Goods per Siam undelivered after 4 p.m. on this date will be landed.

**SATURDAY, June 23.**—2.30 p.m.—Auction of Furniture, &c., at Mr. J. L. Bradley's Residence, No. 1, Cameron Road, Kowloon.

**THURSDAY, June 28.**—11 a.m.—Auction of Complete Combat Factory, at Hongkong and Kowloon Wharf & Godown Co.'s Premises, Kowloon.

# **The China Mail.**

HONGKONG, TUESDAY, JUNE 19, 1906.

# **PERSECUTING THE JEWS.**

Our exclusive cables state that the Jews in the Russian Duma have discovered that the recent massacre at Bialostok was only the beginning of an organised attack upon the members of their faith. They appeal for intervention before it is too late. It is extremely difficult, in view of the notorious unreliability of news from Russia, to form any very definite view as to the rights and wrongs of this case. The first telegram we received in regard to the Bialostok affair stated that a Jewish anarchist threw a bomb into the midst of a religious procession. Were this statement true it is easy to understand that the infuriated populace would seek revenge for this insult to their religion, upon all the Jews in the place. Regrettable and blameworthy though such action may be it would not necessarily be laid at the door of the Government, except that Governments are supposed to be able to keep the people under control. The statement that troops were guarding the Jews who fled for safety to the surrounding forests would appear to indicate that the Government so far from instigating the outrages was doing what lay in its power to check the excesses. The Jewish version of the affair, however, especially when coupled with the statements made in the Duma by other members, raises the suspicion that the Government, for reasons of its own, has prepared the way for massacres which will put into the shade even the horrors of Kishineff. It has been shown beyond all possible doubt in the past that the Russian Government has, through its secret police, engineered strikes and even incipient revolutions, and there is ground for suspecting that once again it is playing a double game. Leaving on one side the appalling wickedness of such a course, it is difficult to see what advantage can be gained by further persecuting the Jews. The time is past when by turning the people's thoughts in the direction of pillage and persecution the Government could hope to carry out oppressive measures in security. The Duma though not perhaps a very satisfactory body in some ways is thoroughly imbued with the ideas which animate the people as a whole and it may be expected to continue its vigilant scrutiny of every action of the Government despite any number of side issues to which interested people may direct its attention. Turning to the moral side of the question it is difficult to believe that any Government, composed of men professing to be Christians, could in cold blood organise the wholesale murder of a number of inoffensive fellow creatures. Organisation of the kind would have to be very complete and great numbers of

people would have to be taken into the secret. Is it not incredible that a large number of men would calmly settle down to draw up plans and arrange dates for widespread murder? However the Russian Government has been guilty of so much that is base and inhuman that people will be apt, perhaps, to remember the adage that a Russian has but to be scratched to find a savage. At the same time a general hope will be felt that in this instance it is not founded. If time proves that the suspicions of the Jews and the Duma are correct then the end of the autocratic Government, or more correctly speaking government by the autocrats, is in sight. We have seen just lately in Serbia that no nation can afford to keep in its high places men whose hands drip blood, and they are cast into the outer darkness with the shades of those whose blood they spill to keep them company. The flood of Jewish blood which threatens to overspread Russia will, if the Government has instigated its shedding, assuredly sweep away the whole gang of mercenaries and murderers who form the untrustworthy buttress of the Russian Throne.

Shipbuilding in England is steadily growing year by year, month by month, and this in face of the warnings voiced late last year with respect to the over production of vessels of all kinds. Competent writers at Home prognosticated a slump in vessels during 1906, owing to the large number then building or recently completed, but the results have not borne out those forecasts. In April, this year, English builders launched 34 vessels, totalling about 75,249 tons gross, against 24 vessels, of about 66,089 tons, in April last year, and 27 vessels, of about 54,715 tons, in April 1904. Business in Scotch yards does not show an equal increase, though even there the figures are slightly higher. In April 32 vessels, of about 39,027 tons gross, were launched as compared with 36 vessels, of about 38,490 tons, in April last year, and 34 vessels, of about 39,424 tons, in April, 1904. In addition to the foregoing, two vessels, of about 11,520 tons, were launched at Belfast. The total launched in the United Kingdom in the four months has been 236 vessels, totalling about 492,276 tons gross, as compared with 204 vessels, of about 447,114 tons, in the first four months of last year, 220 vessels, of about 399,148 tons, in 1904, 178 vessels, of about 370,142 tons, in 1903, and 173 vessels, of about 415,700 tons, in 1902. From these figures, which come from a trustworthy source, it would seem that shipyards in the United Kingdom—especially in England—are having a good season, and the outlook ahead apparently is a bright one. A noticeable feature in English shipbuilding is the increase in tonnage. The average tonnage of vessels launched in England in April was 2,230, while in the United States (where 81 vessels, of a total of 23,136 tons gross were launched in April) the average tonnage was 285. British shipbuilders appear to be devoting their attention mainly to vessels of 5,000 to 10,000 tons, very few small steamers being built.

The *Nineteenth Century* has been considering the question whether it is possible that the press will ever be worse than it is to-day. This is rather rough upon the harmless and necessary individuals who die up the day's news in a more or less acceptable shape for their readers and not infrequently form their opinions for them. The idea of the worthiness of the press held by Sir Walter Scott is surely not entirely justified to-day. It may be remembered that he wrote once to his son-in-law Lockhart, who consulted him on the question of writing for the press:—"Your connection, with any newspaper would be a disgrace and degradation. I would rather sell gin to the people and poison them in that way." It must be remembered in fairness to Sir Walter that he had not read the *China Mail* when he penned this bitter stricture. The *Nineteenth Century* does not heap so much scorn upon the world of newspaperdom as the famous novelist. The article claims that the competition for advertisements and a large circulation must lower the journalistic standard. It has always to be remembered, however, that the decision as to the excellence of a journal must

ultimately rest with the Public. Papers reflect to a large extent the views of their readers and if they endeavoured to write much above the intellectual capacity of their readers they would soon be forced to give way to those whose ideals were less high and whose financial instinct was better developed. The fact that the sensational half-penny papers have proved such a success in the Old Country in a result of the spread of education. Education confers numerous advantages upon a community, we are informed, and apparently one of the greatest of them is the development of a desire for cheap literature. Free education was to create in the hitherto illiterate classes a liking for all that is great and good and noble in literature and cause untold millions to have their lives brightened and their mental horizon extended by the study of Shakespeare and the enjoyment of the classics. Unfortunately the dreamers who foresaw all these beautiful results following from free education did not realise that equipping men with the power of reading does not endow them with any taste for literature. Sporting half-penny rags, embellished with portraits of distorted pugilists and scantily attired ballet beauties, have increased their circulation considerably as a consequence of the spread of education, but journals such as the *Academy* and the *Athenaeum* are not believed to have found their publishing department overtaxed by the new subscriptions which poured in from the "intelligent working classes." It is of course possible that the taste for sensational and irresponsible papers is but transitory and that in time accurate and authentic information and thoughtful and well-reasoned comment upon the events of the day will be preferred to the "woeful imitations" of the screeching yellow journals of America which are the fashion to-day. But if the indications we see around us are to be trusted it is a far cry to that greatly to be desired return to literary sanity.

# **LOCAL AND COAST NEWS.**

It is stated in a St. Petersburg telegram to the *Mainichi*, dated June 1, that the police of the Russian Capital have commenced to learn "jijitsu." A Japanese instructor has been engaged.

The *Mainichi* states that the Russian Government has formed a Manchurian Development Committee, for the purpose of investigating the commercial and other conditions in north Manchuria. Eight members of the Moscow City Assembly and three Councillors of the Government Department have been appointed members.

Reports received by the Japanese Department of Agriculture and Commerce from all the silk-raising localities in the Empire indicate that the general prospects for the spring output of silk are very favourable. Owing, however, to the great damage done by frost and snow to the mulberry trees in Fukushima, Gumma, and Miyagi prefectures, the centre of the agricultural industry, the total product will probably show a decrease as compared with the annual average.

Mr. Hagihara, Japanese Consul-General at Mukden, reports that a grand ceremony of opening the Consulate was held on the 1st inst. The Tartar General of Mukden and others were present at the function. The Tartar General also invited Japanese officials and people to his office, where he expressed congratulations on the opening of Manchuria. According to an unofficial telegram from Mukden, Consul Hagihara gave a garden party after the opening ceremony, and Japanese residents expressed congratulations on the occasion. The Consul was to give a dinner to the Tartar General and many Japanese and foreigners on the night of the 1st. The Tartar General gave a tiffin to Mr. Hagihara and members of the Japanese Consulate on the 1st.

**Army Economy.**  
It is understood that Mr. Haldane will on July 17 announce details of a scheme for the reduction of the personnel of the army.

**U. S. Consul Service.**  
President Roosevelt (says the *Manila Observer*) has named five consuls-general at large, whose duties shall be to inspect consular offices whenever the President has reason to believe the offices are not being properly conducted. These inspectors, who are tried and experienced consular officials, will also have the power to suspend any consul and take charge of the office if it is found to be necessary for the public good.

**AN OLD MAXIM APPLIED TO A MODERN REMEDY.**  
"EVERYONE speaks of the feast as he finds it," is a maxim of the Port of Spain. Judging by the letters received from people all over the country, praising Chamberlain's Colic, Cholera and Diarrhoea Remedy, it is evident this remedy has been found satisfactory. It is the best known remedy for diarrhoea, and no one has yet been reported where it has failed to give relief, and it has been in general use for more than a century of a century. For sale by all chemists and druggists.

# **LOCAL AND COAST NEWS.**

It is announced, says Punch, that the proprietors of M.A.P. hope that P. T. O. will soon go to P. O. T.

A Chinese boatman was convicted, at the Magistrate's, this morning, of having seven revolvers, 270 rounds of ammunition, and 20 boxes of caps in his possession without a licence. He was fined \$50, and the arms and ammunition were confiscated.

**Sweden and Norway.**  
King Oscar of Sweden has decided not to be represented at the coronation of King Haakon of Norway.

**Chicago Meat-Packing.**  
The Rt. Hon. H. Haldane has selected Colonel Hobbs of the Army Service Corps to proceed to America to inspect the meat packing conditions there.

**A Munificent Gift.**  
The Government of Bombay have accepted an offer of Rs. 50,000 from Sir Jehangir Cowaji Jehangir for building a new eye hospital for Bombay. The building is to cost Rs. 58,500 and is to be commenced at once.

**Raub Australian Gold Mine.**  
Messrs E. S. Kadoorie and Co. are in receipt of telegraphic advices from Singapore, that the crushing for the past four weeks, of the Raub Australian Gold Mining Co. produced 789 ozs. amalgamated gold from 6800 tons ore.

**Chinaman Held Up.**  
A report was made to the police yesterday, by telephone from the New Territory, that a Chinaman had been held up and robbed on the border between Chinese and British territory near Sam Chun with \$28 in his possession, all of which was in twenty cent pieces. He could not resist and was secured and bound, the robbers escaping into Chinese territory.

**The Road to Tibet.**  
The United Provinces Government are, the *Pioneer* understands, paying attention to improvement of the road to Gantok in Western Tibet by way of the Niti Pass. This is the most direct route to that mart from Northern India, and it is possible that a light railway might be laid part of the way. Surveys should show whether an alignment can be found.

**"Marie Brizard" Competition.**  
The competition arranged by Messrs Greger and Company, as advertised in another column, is attracting a good deal of attention locally and it is anticipated that several close finishes will be the result. The winner need not take the prize offered but can have the choice of any other prizes up to the same value stocked by Messrs Greger and Company. It is notified that the competition closes on June 29. In view of the success which has attended this competition Messrs Greger and Company will probably introduce others.

**The Plague in India.**  
The statement of plague seizures and deaths during the week ending May 28 shows a total of 8,684 seizures and 7,083 deaths for the whole country. The Bombay Presidency reports 721 deaths, the Madras Presidency 351, the Punjab 4,279, Burma 59, the Central Provinces and Empire 1 each, Central India 10, and Kashmir 39. These totals are lower than last week, more especially in the Punjab. The total number of deaths throughout India is 4,000 fewer than last week.

**Murder of a Governor.**  
Lieutenant Edward C. Bolton, 11th Infantry, governor of Davao, and Benjamin Christian, who has charge of the government farm in Davao province, were murdered on June 6 on the west coast of Davao Bay by Munglayan, a notorious Davao cut-throat and murderer, and his two brothers—Governor Bolton and Mr. Christian were on their way from Munglayan's house, where they had passed the night, to Manila and the natives were acting as guides. Both of the Americans were unarmed and from the information received in Manila it would appear that they were taken unawares.

**Towed From Manila.**  
The Manila steamer "Yuen Sang" arrived in port yesterday afternoon with the steamer "Neil McLeod" in tow. The trip across the China Sea was unmarked by any unusual event, calm weather being experienced throughout the voyage and the tow was a most successful one. The "Neil McLeod" is the property of the Compania Maritima Manila (for which Messrs Barretto and Co. are the local agents) which operates a large number of coasting steamers in the Philippines and has recently sent two others besides her here for sale or repair. What is to be done with her has not at the moment been decided but in the event of a sale not being effected the old steamer will probably provide some work for the Dock Company.

**WHOOPING COUGH.**  
THIS is a very dangerous disease unless properly treated. Statistics show that there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate. Keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all chemists and druggists.



## BY TELEGRAPH. BY TELEGRAPH.

## THE BIELOSTOK RIOT.

## AN ORGANISED MASSACRE.

## Jews Appeal for Help.

(Exclusive Service supplied by Reuters, via Bombay.)

London, June 18.

The leading Jewish members of the Russian Duma have telegraphed to the well-known journalist, Lucien Wolf, who is in London, that the attack on the Jews at Bielestok is the beginning of an organised massacre.

The Jews point out that only the most energetic intervention can prevent the carrying out of the scheme for their destruction, and appeal to all influences to help them.

(Mr Lucien Wolf, to whom the Jews in the Russian Duma appeal for assistance, is one of the best known of all modern writers who have dealt with Semitic subjects. He was born in 1867 in London, and was educated abroad. In 1874 he joined the Jewish World as sub-editor and leader writer, remaining there until 1893. From 1877 to 1878 he was assistant editor of the Public Leader, and joined the staff of the London Graphic in 1890. He is still on the Graphic. Among his publications are:—Sir Moses Montefiore, a Centennial Biography; Bibliotheca Anglo-Judaica (in conjunction with Joseph Jacobs); Messianic b. Israel's Mission to Oliver Cromwell; and the Centenary Edition of Lord Beaconsfield's Novels. Mr Wolf has also contributed articles in the Encyclopedia Britannica and Cyclopaedia of Architecture, in the Times, Quarterly Review, Fortnightly Review, Nineteenth Century and other magazines. Fr. C. M.]

## MARTIAL LAW.

## Foreboding Reports.

London, June 17.

Fighting and sackings continue at Bielestok and martial law has been proclaimed. The outbreak is disastrously affecting the Bourse and a heavy fall has taken place in Russian.

Moscow is in a very unsettled state and street demonstrations occur daily. The troops have been increased at the factory quarters in St. Petersburg.

## THE NATAL REBELLION.

## Chiefs Surrendering.

London, June 17.

More of the Zulu chiefs are surrendering and it is expected that the majority of the rebels will come in by the 15th instant. Only two of the important chiefs are now in rebellion.

## CORRESPONDENCE.

## SUBSIDIARY COIN.

(To the Editor of the "China Mail.")

Sir,—I would like to draw your attention to a matter of "squeeze" carried on in a quarter where you would think it ought not to exist.

Between two and three months ago I sent some cigars home, and had to pay duty on the gross weight as customary. A few days since I got notice that there was a rebate in the duty of \$14.22 which I would receive on applying to the Postmaster General's Department. On sending to collect it I was paid \$13.50 in 60 cent pieces and the balance in smaller coins. The Chinese gentleman in charge refused to give me either notes or H.K. Dollars. It seems strange that I should be compelled to accept this, while the Post Office would not accept such an amount of coins from anyone else, and when I paid the duty in the first case it was in H.K. Bank notes.

The legal tender is \$2.00 for silver and I believe this is adhered to by the Post Office when RECEIVING.—Yours, etc., W. HUTTON POTTS.

Hongkong, June 16.

## MILITARY AND NAVAL CHURCH.

The quarterly tea and social in connection with the above Church at Wanchoi, were held last evening. The weather was not such as would make it imperative to gather in a Church in order to keep warm. Yet there was a good gathering at tea, and there was also an enthusiastic meeting in the evening. Engineer Lieutenant Porter, H.M.S. "Fame," presided over the evening's gathering. There was some hearty singing by the Church choir, and by the choir of the Hongkong Temperance Union; in addition, solos were rendered by Mrs. Brown, Mrs. Piercy, and by Staff Sergeant Jackson. Short addresses and recitations were also given.

One very pleasing part of the programme was the making of a presentation to Mrs. Bullin who will, on Wednesday, be leaving Hongkong for England. For some three years Mrs. Bullin has been in charge of the Sailors and Soldiers Home. Before she took charge of the Home, she always took a kindly interest in the welfare of Servicemen, which was appreciated. So on the eve of her returning to England, the men showed their appreciation by presenting her with a beautiful blackwood carved Chinese screen, which will long remain a memento of her work for the men here.

## NORWAY'S KING.

## THE CORONATION CEREMONY.

## England's Royal Representatives.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, June 18.

The Prince and Princess of Wales have left England for Norway in order to represent King Edward VII at the Coronation of Norway's new king, Haakon VII.

## GIVE AND TAKE.

## P. W. D. Coolies in Trouble.

A Chinese train conductor prosecuted three scavenging coolies, at the Magistracy, this morning, on a charge of assault. Complainant stated that as his car was passing the Central Market he was standing on the footboard and the defendants struck him with some short pieces of bamboo. They called him names and said that he ought to be put in the stocks. About twenty-five minutes later when the car on the return journey the defendants were still there and made fun of him. He got down from the car and the defendants then seized and struck him.

The European overman in charge of drain cleaning said that the defendants were employed by the Public Works Department. He was instructed to have as much of the work as possible done in the day time in order to save expense. In cleaning the drains a piece of wood with a pulley on it stuck out of the manhole but was quite clear of the train time. The trouble was caused by the conductor swinging out of the car as he went from one compartment to the other. If he was careful there would be no danger. A trainway inspector stated that several conductors had been knocked off the cars by the pulley poles.

Mr H. H. J. Gompertz said that it was a matter of give and take. The defendants had their work to do and must do it with as much regard for the public safety as possible. If the conductor was standing on the footboard they must not call him names but tell him politely to move. If the defendants came up again they would be bound over. In the present instance they were discharged.

## INDIAN MONEYLENDERS.

## Again in Court.

The Summary Jurisdiction of the Supreme Court appears to be the meeting place of Indian moneylenders. Almost daily they are to be seen about the precincts of the Court and with unfailing regularity they appear on Fridays with their summonses against their victims, for one who borrows from these Indians is little less than a victim. A case was heard this morning before His Honour Mr. A. G. Wise in which Surein Singh sued A. Samad for \$81. On July 1, 1905 defendant borrowed \$87 from Surein Singh on a promissory note, interest to be charged at the rate of "five per cent." The note did not state whether interest was monthly or yearly. Not being repaid Surein Singh sued A. Samad for the money, plus \$9 interest, charging at the rate of \$3 per month. Plaintiff admitted receiving \$86 four or five months ago as interest thus reducing his claim to \$81. Defendant (who was represented by Mr. P. C. Khow) stated that he had paid interest six months, with the exception of the last two months.

The Judge—Have you got any receipts? Plaintiff—No, My Lord I paid in the presence of another man. The Judge—You are always pointing out that without a receipt or endorsement on the promissory note I cannot accept these stories. If you have no receipt you must pay up. A witness was called who stated that defendant gave him the different sums of \$3 to pay plaintiff interest, which he handed to plaintiff. Plaintiff denied it and the Judge gave judgment for the plaintiff with costs, remarking that view of the denial by the plaintiff it was quite possible that the witness, if he paid the money, put it in his own pocket.

## WEATHER REPORT.

The following is issued by Mr. Figg of the Hongkong Observatory:— On the 19th at 3 p.m. The barometer is again falling, owing to another depression which is probably moving Eastwards to the north of the Yangtze. The depression which was over W. Japan yesterday has now reached SE. Japan. Pressure is light over the S. part of the China Sea. Moderate fresh S. winds may be expected in the Formosa Channel and moderate S.W. winds over the N. part of the China Sea. Forecast: light to moderate S.W. winds; fine.

EXCELLENT, resembling that made from calves, can be obtained by boiling down cow kinds of seaweed.

## RHEUMATISM.

WHY a person's painful malady, when application of Chamberlain's Pain-Expeller gives relief? Hundreds of grateful people testify to a magical power of remedy over rheumatism. For sale by chemists and druggists.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday at 2.30 p.m.

The Attorney General will move the following resolutions:— 1. Resolved that the Resolution regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, passed by the Legislative Council on the 18th September 1904 be rescinded as from to-day.

2. Resolved that until further notice the Hongkong Tramway Electric Company, Limited, shall provide the following number of cars every morning and evening, at such hours not being later than 7 a.m. nor earlier than 6 p.m., as the Company shall think most convenient for artisans, mechanics and daily labourers, at fares not exceeding 3 cents for the single journey and 3 cents for the returned journey:— Morning. From Kennedy Town to Arenal Street, 2 Cars; From North Point to the junction of Wing Lok Street and Erergau, 4 Cars; From Arenal Street to Kennedy Town, 2 Cars; From the junction of Wing Lok Street and Connaught Road to North Point, 4 Cars.

The Attorney General will move the First reading of a Bill entitled An Ordinance to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals. The Attorney General will move the Second reading of the Bill entitled An Ordinance to authorize the Naval and Military Works upon and over certain portions of the Crown foreshore and seabed situated upon the Harbour frontage of the City of Victoria, in this Colony. The Attorney General will move the Third reading of the Bill entitled An Ordinance to provide for the establishment of a Board of Appeal for the Detention, Custody and Care of persons of unsound mind, and others.

A meeting of the Finance Committee will be held immediately after the Council.

## RECORD BREAKING.

## Hastling Across America.

Mr T. D. McKay, General Passenger Agent for the Pacific Mail Steamship Co., the Occidental and Oriental Steamship Co., and the Toyo Kisen Kaisha, and also of the San Francisco Overland Route, has received advice of several new record runs. The first is from Chicago to San Francisco, in a special train on the following route: Chicago to Omaha, Nebraska, over the tracks of the Chicago North Western, and from Omaha to San Francisco via the Union Pacific and the Southern Pacific Railway Companies. The distance is 2560 miles; time 62 hours, average rate of speed 37.9 miles per hour, including stops. The second record was 71 hours, 30 minutes, the new record makes a saving in time of 9 hours, 30 minutes.

People in a hurry do well to travel by the San Francisco Overland Route. Mr E. H. Harriman, the railroad magnate and financier, who hustled across the United States to give aid to the people of San Francisco in the awful calamity which befell them on the 18th April, 1906, left San Francisco on his return trip to New York City, on May 6th, 1906, arriving in New York just 71 hours and 26 minutes later. He made the trip by special from San Francisco to Buffalo, N. Y., where he took the regular train, commonly known as the Buffalo State Express, which landed him in his home town. He succeeded in breaking the record established by himself, accompanied by the then Miss Alice Roosevelt and the congressional party, upon their return from their tour of the Orient.

The distance covered by Mr Harriman, San Francisco to New York, is 3324 miles.

## EXPLORING TIBET.

## Dr Sven Hedin's Trip.

The eminent Swedish explorer, Dr Sven Hedin, was in Calcutta on May 31, awaiting the necessary permission from the Government of India to enter Tibet. He will take a couple of Native surveyors with him. In an interview with a reporter of the Indian Daily News at Simla the explorer said he would at first devote himself to the central lake regions of Tibet which have so far been only touched by a Native surveyor, Nayan Singh, in 1873, and he proposes to name these lakes the Nayan Singh Lake Regions. These are about 200 miles north of the line taken by Captain Rider and are believed to be of glacial formation. He is taking a Berthon boat with him with which he proposes to cross these lakes, to take measurement of their depths and examine their physical formation. The results of this exploration, he anticipated, would be of great geographical and glacial importance. After leaving this great group of lakes he will proceed to the northern portion of the great Thalang district which remains yet unexplored. This vast tract lies east of the journey of Captain Rawlings and is uninhabited. Dr Sven expects to meet great difficulty in moving about in these inhospitable regions owing to scarcity of fodder and grass. He would, he expected, pass a year and a half in the uplands and snows of Tibet, and is not likely to return to civilization till 1909. He hopes to reach Calcutta in December 1907 and will proceed to Europe via the Far East and America.

## DO NOT NEGLECT THE CHILDREN.

At this season of the year the first natural looseness of a child's bowels should have immediate attention. The best thing that can be given is Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by castor oil as directed with each bottle of the remedy, can always be depended upon, and when reduced with water and sweetened is pleasant to take. Sold by all chemists and druggists.

## NEW STEAMER FOR THE YANGTZE.

## "Loongwo's" Trial Trip.

Hongkong has reason to be proud of her industries, and more especially of the branch represented by shipbuilding. What the Colony can produce in this direction has more than once been demonstrated by the Hongkong and Whampoa Dock Company, and in their latest production, the "Loongwo," the company has not only created a record in shipbuilding for this part of the world but has also established a high standard of work that will tax both their own and competitors' abilities to keep up with. The finest ship that the company has ever produced "was the unanimous declaration of the representative gathering of gentlemen who attended the trial trip of the new river steamer yesterday. This is saying a good deal in view of the Dock Company having turned out such vessels as the "Fathomer," "Kinsman," and others, but the remark is fully justified in connection with the "Loongwo," which is a lasting tribute to the Company's ability and the skill of its workmen.

One does not require to be very sanguine to foreshadow the day when mail steamers will be turned out at the Kowloon Docks, but this aspect of the case does not so much, at the moment, appeal to the management, who declare that for the present their ambition is not so much to build large ships as to build good ones. That they have succeeded in this latter ambition in the construction of the "Loongwo" there can be no question. Her construction, too, has been marked by its rapidity. Eleven months was the time allowed by the contract, but she has been built so much under that, that it is expected that she will be safely on the Yangtze by the time that period has elapsed. This is a very creditable achievement when it is remembered that after a ship is ordered most of the materials for her construction have to be ordered and brought out from home, which involves a delay of from two to three months.

A good comparison between local and home building of river boats is afforded by the "Loongwo" and the "Tuckwa," which was recently built in England for the Yangtze trade, and which are much upon the same lines. Those who are in a position to be considered as judges give the prize of place to the locally produced vessel and add that there is nothing like her at present engaged in the river trade. The official trial was naturally an anxious time for all immediately concerned but the vessel acquitted herself so well that an early order for another vessel was fore-shadowed.

Having embarked a large party of guests the new vessel, in charge of Captain Molana, steamed away from her buoy at the Docks at about ten o'clock yesterday morning, out through Sulphur Channel and round to the back of the Island where she was put through her official speed trials over the measured mile. Four trips were made over the distance, two with and two against the tide, and the result was an average speed of 13 1/2 knots, half a knot in excess of the contract rate. On one run over the mile the vessel steamed about 14 1/2 knots, so that she will be seen to have plenty of power in reserve of the contract speed. Her dimensions, engines, etc., have already been described at length in connection with the launching, but it is not out of place to state that the engines are of the Two-Stroke and Yarrow principle and are conspicuous for their freedom from vibration. As a test when the vessel was travelling full speed ahead the engines were reversed to full astern and even then very little vibration could be felt on the deck while, when travelling under full steam, there was no practically no movement at all.

The steamer has three decks and accommodation for first class European, and first, second, and third class Chinese passengers. She is throughout most elaborately fitted and the fact that the upholstering, etc., was left in the hands of Messrs Lane, Crawford and Company is a guarantee of its excellence. Everywhere everything that makes for comfort is in evidence, and more luxurious accommodation both for European and Chinese passengers would be difficult to find.

The state rooms are all two berthed, and there is accommodation for 24 Europeans in the saloon, 28 Chinese saloon passengers, about as many second class, and bunks are provided for 370 third class passengers. The saloon accommodation is especially elaborate and it is questionable if there are such sumptuous Chinese saloon cabins to be had on any local boats.

The trial run being over, congratulations were showered upon the Dock Company's representatives from all sides, and the vessel was then run into a neighbouring bay and an excellent dinner served. Amongst those who sat down were Messrs W. Wilson (acting chief manager of the Dock Company), R. Mitchell (acting general manager), C. H. Ross, A. Sinclair, and R. Sutherland (representing Messrs Jardine, Matheson and Co., agents for the Indo-China Company, the owners of the vessel), H. T. Richardson and Capt. Kent (O. P. R.), J. MacDonald and W. A. Orake (Government surveyors), G. Caldwell (chief clerk to the Dock Company), Capt. Kelly (Commander of the "Loongwo"), Chief Engineer MacBain, Capt. Christie, M. Daily, W. Ramsay (R. & S.), Capt. Lewis, Capt. Douglas, F. O. Wilford (Lane, Crawford and Co.), H. F. Carmichael, P. Tester (of Jardine's), Lieut. Belgrave, A. MacKenzie, and Captain Molana, under whose command the trial trip was made, and others.

Tiffin over Mr W. Wilson gave the toast of success to the "Loongwo" and her owners. He said that he was sorry that the Hon. Mr. Gresson had not been able to attend the trial trip, but was very pleased to welcome Mr. Ross and Mr.

Sinclair. The "Loongwo" was the largest ship that the Dock Company had ever built and he believed, and hoped, that she would be the greatest success that they had made up to date. (Applause.) He asked every one to drink to the success of the "Loongwo." The invitation was enthusiastically responded to.

Mr Ross, on behalf of the owners, thanked the Dock Company for what he believed to be the very good work they had put into the ship. She was the biggest ship so far that they had built, but he hoped it would not be long before they built a larger one (applause), and that they would lay down a very much bigger one within the next few months. (Applause.) He understood that several river steamers were about to be built, and he hoped that at least one of those would come to the Dock Company. He asked those present to drink success to the "Hongkong and Whampoa Dock Company," coupled with the name of Mr Wilson.

Mr Sinclair said he felt so pleased with the ship that he wished to add his congratulations to the Dock Company on the successful issue of that trial trip. They all knew how closely he had been in touch with the construction of that vessel right from its inception, and he was quite satisfied that the owners had collected the best material and displayed the best workmanship. He was satisfied with the ship in every detail and he hoped that her record in the books of the Indo-China Company would be as successful as her trial trip that day. Mr Wilson and others intimately associated with the growth of that ship had experienced an anxious time from start to finish. They had seen her develop from a few lines on paper to a fully-grown ship undergoing her trial trip, and doubtless they would experience feelings of relief when they saw her handed over on Wednesday. He was pleased with the excellent results of the trip and wished to testify to the fact that his associations with the employees of the Dock Company had been of the pleasantest kind. (Applause.) He was sure that every one of the firm had put their best work into the ship so that it was what they saw it to-day, a very good specimen of marine architecture. (Applause.)

Mr Mitchell, on behalf of the staff, thanked Mr Sinclair for his kind commendations. He felt satisfied that Mr Sinclair was speaking of what he knew and what he felt. Certainly the "Loongwo" was the biggest ship the Dock Co. had built and the workmanship all through, from that of the chief manager down to the humblest artisan, was of the best. He thought they might congratulate themselves now that they were pretty well out of the wood, and as Mr Sinclair had said, it was personally a relief to him to know she had such a successful trial trip. He hoped she would prove equally successful on the Yangtze.

He had spoken to several gentlemen, who said she would be the most up-to-date vessel on that river, and he hoped she would have a successful run up. He could endorse the statement as to the cordial relations between the builders, the owners, and the superintendents. They might not always have been able to see eye to eye, but with a little give-and-take the result was as they saw and could judge for themselves. He thought they could congratulate themselves. He was not going to give the figures as "there was a chief among us talking" (laughter) but he thought they were on the right side. In fact they could say "it's a fight" (laughter and applause).

The vessel steamed round the Island and returned to her buoy shortly before 4 o'clock.

## SOCIAL AND PERSONAL.

M. Harmand, the retiring French Minister at Tokyo, will leave Tokyo for Paris about the middle of the present month.

The Pope has conferred the First Order of Pius on Count Katsura, the Second Order on Mr. China, Vice-Minister of Foreign Affairs, and the Order of Pius Chevalier on Mr. Yoshida, Private Secretary of the Foreign Minister, probably in connection with the recent visit of Bishop O'Connell to Japan.

Captain Henry T. Allen, U. S. A., Brigadier General of the Philippines constabulary, is return to Manila in the near future to take command of the government troops. He was to have taken passage on the transport "Sherman" which arrived in Manila on June 9, and his name appears on the passenger list. At last accounts he had waited in San Francisco for the arrival there of Commissioner James F. Smith, with whom he wished a conference before leaving for these islands.

## A Rabbit's Memorial.

A white marble tombstone, consisting of a cross four feet high, to the memory of a rabbit, is to be seen in a mason's shop in a provincial town. The inscription runs:— In loving memory of MARY, March 10th, 1900. May God restore thee to me. My precious little darling. So prayeth Mary. No man, or woman fair, Or child, or God above, Can ever draw such love From me again.

The memorial was ordered by a lady well known for her love of animals.

## A MEDICINE THAT WILL CURE CHRONIC DIARRHŒA.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the most successful medicine in the world for bowel complaints, and is the only remedy that will cure chronic diarrhoea. Every bottle is warranted. For sale by all chemists and druggists.

## BY WHARF AND WAVE.

The steel ship "Howard D. Troop," Captain Durkee, sailed from Chafco on December 9 for Sydney, N.S.W., for orders, arrived at Sydney Heads on January 27, discharged nearly 1,800 tons of ballast, loaded 3,600 tons of wheat, and sailed for Falmouth on February 17 arriving at Falmouth on May 11, 1873 days in all, or 82 days from Sydney. This is believed to be an almost record round.

The Canadian Pacific Railway Company's new twin screw steamer "Empress of Britain," built by the Fairfield Shipbuilding Company, recently completed her maiden voyage from Liverpool to Quebec in 6 days 17 hours, and from land to land in a fraction over 4 days. She is the largest steamer which has ever gone up the St. Lawrence, and has made a rapid passage in spite of heavy weather for two days. There was a large number of prominent citizens waiting her arrival at Quebec, including all the leading officials of the Company. The "Empress of Britain" was to sail again from Liverpool on June 9, and was to be followed a fortnight later by her sister ship, the s.s. "Empress of Ireland," from the same builders.

## A Motor Cargo Boat.

The arrival in the Thames during May of Messrs Pickfords' new motor boat "Wasp," she being for all practical purposes the first motor cargo-boat built for commercial use, is an interesting event. She has been constructed to the order of Messrs. Pickfords, the well known carriers, who for three hundred years have been the pioneers of every improvement that has been made in the means for quick transit. Commencing with pack horses in the seventeenth century, their steps on the ladder of progress take them through wagons, canals, steam cars, railway, tolling vans, steamboats, traction engines, and now—motor boats. It is satisfactory to think that the oldest firms are not the most old-fashioned. The new craft, in which great interest is taken by engineers and commercial people generally, and as to which Messrs Pickfords have been inundated with inquiries, is only coming to London for show purposes, and will almost immediately take her place among the firm's South of England cargo steamers from Portsmouth to Southampton, and her behaviour as against these will be watched with keen curiosity. The many holiday makers to and from the Isle of Wight this summer will be on the look-out for this unique boat at her daily work.

## NATURAL GAS AT OSAKA.

## A Cheap Illuminant.

The discovery of gas issuing from a well in Osaka which makes a good illuminant has caused much comment in the city. The phenomenon is taken by superstitious people to be the precursor of a disastrous earthquake. The well in question is situated on the premises of a gold-silver dealer in Higashi Kandaicho, Namba, and on the authority of the proprietor of the premises, the Asahi states that it was sunk 210 feet in August 1896, and gives water to a depth of about 7 1/2 feet constantly. The water is of such good quality that it has been used both for the gold-silver and for drinking purposes. The presence of the gas was discovered on the 18th ultimo, when the bottom of the well was cleaned. During the operation a bowl was dropped into the well; a man went down and struck a match to find the bowl, when a volume of white flame rose. A tin barrel was made with which the well was covered, gas-light fixtures were obtained, and the gas was led into the house by a rubber tube, giving a good light for about four hours.

An engineer of the Osaka Gas Company inspected the well and found that paraffin gas was issuing at the rate of 1 1/2 litre per hour. After about six hours the emanation of gas became weaker, but the owner of the well has ordered apparatus to utilize the gas for lighting. The Asahi adds that gas is also issuing from a well on the premises of the Mitsu Leather Belting Factory, which is close to the other well, and apparatus and fittings have been fixed, at a cost of Yen 3,000, for utilizing the gas both for fuel and lighting. It is stated that the neighbourhood in which these premises are now situated was formerly marsh-land, which has comparatively recently been reclaimed.

It is not widely known that Edward VII. rules over more Mohammedans than the Sultan of Turkey, over more Hindus than there are in Palestine, and over more negroes than any other sovereign who is not a native of Africa.

## MERRYWEATHER'S "Universal" Hand-Power Pump.

With Malleable Cast-iron.



SUITABLE FOR Irrigation, Watering Cattle, Washing Fruit Trees, Filling Tanks and Reservoirs, Fire Protection, and General Pumping Purposes. Price from £30 upwards. Largest Makers of High Class Hose in the world. Write for Illustrated List. MERRYWEATHER & SONS, 63, LONG ACRE, LONDON, W.C.

## NEW CONNAUGHT HOTEL.

## HIGH-CLASS HOTEL.

## UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE, CUISINE EXCELLENT.

COMMUNICIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 13, 1906. 700

## ROBINSON PIANO COMPANY, LTD.

## NEW PIANOS.

\$70 Cash

AND 18 PAYMENTS OF \$20 EACH

or \$385 Cash.

GREAT STRENGTH AND SUPERIOR TO ANYTHING IN THE COLONY.

## STEINWAY, BECHSTEIN,

KRAUSS, HAAKE,

HOPKINSON, WINKELMAN

ON CORRESPONDING TERMS.

ALSO

## BABY GRANDS AND PIANOLAS.

## WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY

THE GOVERNOR OF HONGKONG.

BAKERS AND CONFECTIONEERS.

REFRESHMENTS for the

HOT SEASON.

ASSORTED ICE CREAMS

always on hand.

ICE CREAM SODA

ICEED SODA WITH

Fresh Lemon Juice, Raspberry Juice,

Strawberry " Vanilla "

Pine Apple " Red Berry "

Lime " Bergamot Pear "

Sarsaparilla " Ginger "

and Apricot Juice. 683

Hongkong, May 26, 1906.

THERE IS BUT ONE

## SPEEDICUT

High Speed Tool Steel,

and that is

## FIRTH'S SPEEDICUT

SOLE MAKERS,

Thos. Firth & Sons,

LIMITED,

Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 39-2



## Shipping.

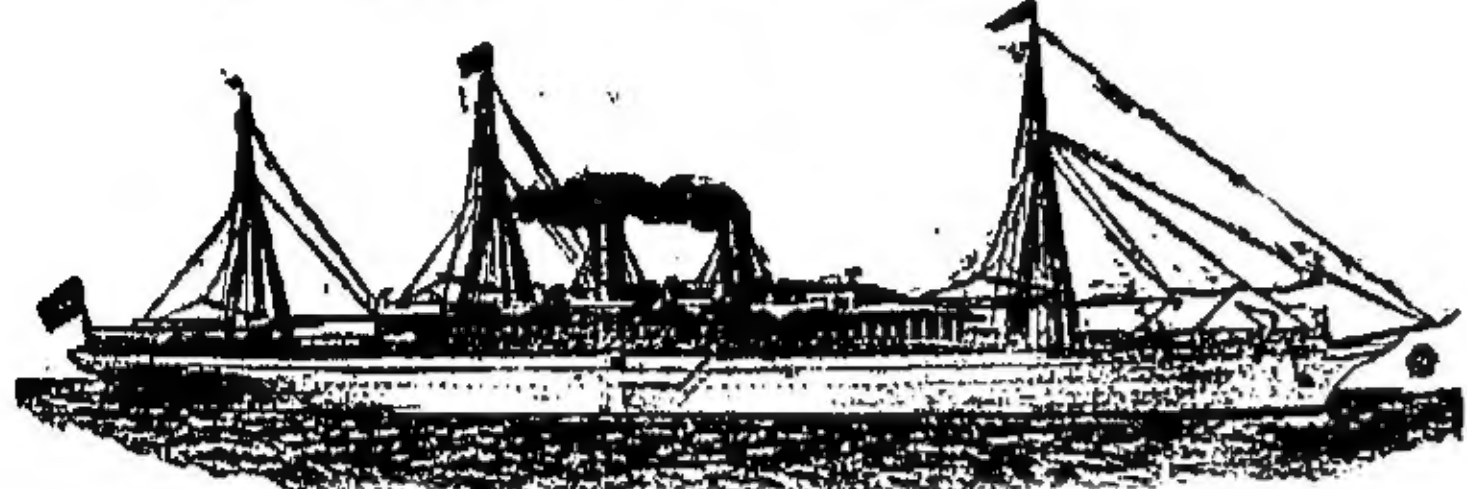
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

TO	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, VIA SINGAPORE, PANG, OCHO, AND PORT SAID.	PALAWAN	About 20th June.	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE	SARDINIA	About 23rd June.	Freight and Passage.
SPANGHAI	DEVANHA, 8000 tons	About 28th June.	Freight and Passage.
LONDON	T. H. HIDE, R.M.S.	June.	Freight and Passage.
	ARCADIA, 7000 tons	Noon, 30th June.	See Special Advertisements.

E. A. HEWETT, Superintendent

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**LUXURY—SPEED—PUNCTUALITY.**  
The only line that MAINTAINS a Regular Schedule of 12 Days across the Pacific to the 'EMPERESS LINE'. Sailing 8 to 7 Days Ocean Travel to OCHO, YOKOHAMA, and VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)

R.M.S.	TONS	WEDNESDAY	ARRIVE VANCOUVER
EMPERESS OF INDIA	8000	June 20	July 11
ATHENIAN	3882	June 27	July 18
EMPERESS OF JAPAN	8000	July 4	July 25
MONTEAU	3500	July 11	Aug. 1
EMPERESS OF CHINA	8000	July 18	Aug. 8
TARTAR	4490	July 25	Aug. 15

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

1st Class, via St. Lawrence 280, via New York 282, Intermediate and 2nd Class, via St. Lawrence 240, via New York 242.

Passengers only: Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (not due only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen's Road, Hong Kong and 100, Adelaide Place, Singapore.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Tons 6,189	WEDNESDAY, 27th June, at Daylight.
VICTORIA, B.C. AND SEATTLE, WASH., VIA KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	KAMAKURA MARU, Tons 6,128	WEDNESDAY, 11th July, at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Tons 6,368, Capt. N. Ohno AKI MARU, Tons 6,444	MONDAY, 25th June, at 4 p.m. MONDAY, 23rd July, at 4 p.m.
	RUMANO MARU, Tons 5,076, Capt. Fraser	FRIDAY, 13th July, at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

25,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

DAKOTA, Captain E. FRANKO	On SATURDAY, 21st JULY, at Noon.
MINNESOTA, Captain J. H. RINDER	On FRIDAY, 7th SEPT., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connections at Hong Kong for Manila, Swatow, Seattle, Yokohama, Kobe, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Library, Smoking room, Nursery, Laundry, Telephone, etc.

Twin-Pac Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA Agents.

## Shipping.

## OCEAN STEAMSHIP COMPANY, LIMITED. CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	FINCH SUEV	21st June.
GLASGOW AND LIVERPOOL	OBESER	28th "
GLASGOW AND LIVERPOOL	OLAF	5th July.
GLASGOW AND LIVERPOOL	ANTHAX	5th "

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL, HAMBURG	FINCH SUEV	20th June.
LONDON, AMSTERDAM & ANTWERP, BRISTOL	OBESER	3rd July.
LONDON, AMSTERDAM & ANTWERP, BREMEN	PROMETHEUS	17th "
GENOA, MARSEILLES & LIVERPOOL, PATRICK	PATRICK	30th "
LONDON, AMSTERDAM & ANTWERP, FINCH SUEV	FINCH SUEV	31st "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL AMERICAN AND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND ALL PACIFIC COAST PORTS, VIA NAGASAKI, YOKOHAMA, AND SHANGHAI	FINCH SUEV	7th July.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, AND ALL PACIFIC COAST	FINCH SUEV	13th July.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	YOHOW	20th June.
CEBU & ILOILO	KALPOK	21st June.
WELHAIWEI, CHEFOU & TIENTSIN, KWANGCHOW	CHANGHONG	22nd June.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHONG	27th June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, & fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.



## HONGKONG-MANILA.

Highest class, newest, fastest and most luxurious Steamers operating between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila Direct.	SATURDAY, 23rd June, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila Direct.	30th June, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes &amp; Co., General Managers.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

STEAMERS	TO SAIL
S.S. ANGLO SAXON	About 10th July, 1906.
S.S. JOHN HARDIE	About 20th August, 1906.

For Freight and further information, apply to SHEWAN, TOMES &amp; CO., General Agents.

THE ORIENTAL PACIFIC LINE. FOR SAN FRANCISCO, VIA PORTS.

THE Steamship APPALACHIAN will be despatched for the above ports on THURSDAY the 21st of June, at 5 p.m.

For freight and further particulars, apply to SHEWAN, TOMES &amp; CO., Agents.

Hongkong, June 19, 1906. 1119

UNITED STATES &amp; CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship INDRA SAMHA, Captain WILKES, will be despatched as above on or about SATURDAY, the 30th June next if sufficient inducement is offered.

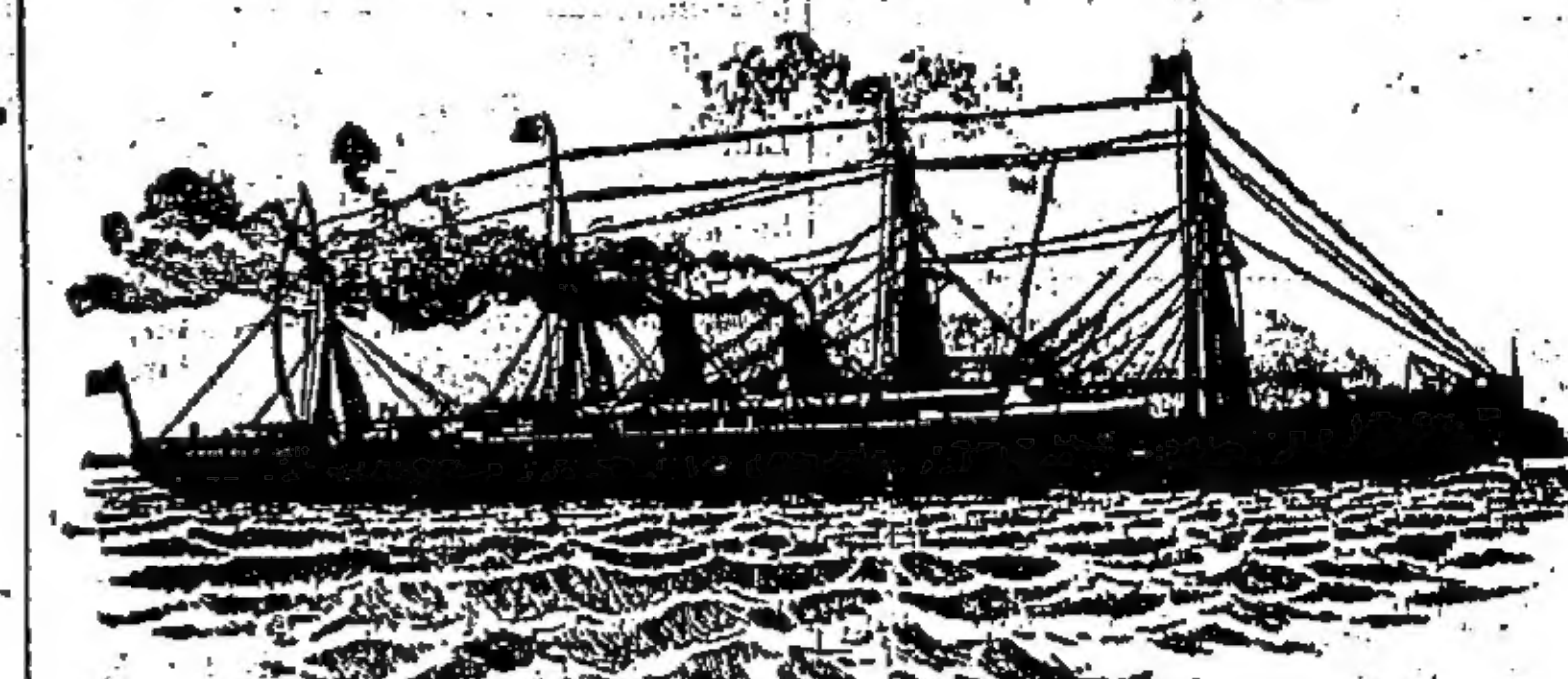
For Freight, apply to JARDINE, MATHIESON &amp; CO., Agents.

Hongkong, May 31, 1906. 1120

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	WEDNESDAY	TO SAIL
DORIC	9,500 Gross Tons	28th June, at Noon.	28th June, at Noon.
MANCHURIA	27,000	FRIDAY, 8th July, at Noon.	8th July, at Noon.
HONGKONG MARU	11,000	TUESDAY, 17th July, at Noon.	17th July, at Noon.
KOREA	18,000	FRIDAY, 24th July, at Noon.	24th July, at Noon.
COPTIC	9,000	FRIDAY, 3rd Aug., at Noon.	3rd Aug., at Noon.
SIBERIA	18,000	FRIDAY, 3rd Aug., at Noon.	3rd Aug., at Noon.
AMERICA MARU	11,000	TUESDAY, 13th Aug., at Noon.	13th Aug., at Noon.
MONOOLIA	27,000	TUESDAY, 13th Aug., at Noon.	13th Aug., at Noon.
CHINA	10,000	TUESDAY, 13th Aug., at Noon.	13th Aug., at Noon.
NIPPON MARU	11,000	TUESDAY, 13th Aug., at Noon.	13th Aug., at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 23 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 28th June, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE &amp; YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ROMANIA	4370	FELDTMAN	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Acting General Agent.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG, AND CALCUTTA	SUTRANG	THURSDAY, June 21, at 3 p.m.
MANILA	YUENSANG	FRIDAY, June 22, at 4 p.m.
TIENTSIN	CHIPHONG	SATURDAY, June 23, at 4 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Nanchang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHIESON & CO., General Managers.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON &amp; WBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA

Steamers	Tons	Captains	To Sail
CYRA	4417	G. V. Williams	7th July.
SHAWMUT	4606	E. V. Roberts	14th July.
TREMONT	4606	T. W. Garlick	21st Aug.

Cheap fares, excellent accommodation, attention and cuisine. Electric light, doctor and stewards.

The Twin-screw S.S. Shawmut and Tremont are fitted with superior accommodation for First and Second Class Passengers. The large electric vessel ensures steadiness at sea. Electric fan in each room. Barber's shop, wash laundry, cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to DODWELL & CO., Limited, GENERAL AGENTS.

JUZEN'S BUILDINGS.

THE Steamship GLEN will be despatched for the above ports on SATURDAY, the 24th June, at 1 p.m.

This Steamship connects at Colon with the Australian line S.S. Sydney bound for Melbourne, via BOMBEY, and Aden.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next sailings will be as follows:—S.S. TONRAN, July 10, 1906. S.S. TONRAN, July 24, 1906. S.S. ARNOLD BROWN, Aug. 7, 1906. S.S. BRISTOL, Aug. 21, 1906. S.S. PORTSMOUTH, Sept. 4, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, June 13, 1906. 1221

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN, Captain A. J. ROSSON, will be despatched for the above Port on WEDNESDAY, the 20th June, at 1 p.m.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.

Hongkong, June 18, 1906. 1247

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship OHIA, Captain A. LEVA, will leave for the above places on THURSDAY, the 21st inst., at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, June 14, 1906. 1250

FOR ODESSA (DIRECT).

THE Steamship HERMANN LEROHE, Captain OLSBERG, will be despatched as above on or about THURSDAY, the 21st inst.

For Freight, apply to BRADLEY & Co., Agents.

Hongkong, June 15, 1906. 1255

FOR NAGASAKI & VLADIVOSTOK.

THE Steamship DAPHNE, Captain SCHWENK, will be despatched for the above Ports on SATURDAY, the 23rd inst., at Noon.

The Steamer has splendid accommodation for Passengers.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, June 15, 1906. 1256

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. To SAIL 1906.

WRAY CASTLE, About 23rd June.

LOWTHER CASTLE, About 25th July.

For Freight and further information, Apply to DODWELL & CO., LTD. Agents.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBOUI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER, RANIAN AND BLACK SEA PORTS.

THE Steamship OCEANIAN, Captain CORNUT, will be despatched for MARSEILLES on TUESDAY, the 26th June, 1906, at 1 p.m.

This Steamer connects at Colon with the Australian line S.S. Sydney bound for Melbourne, via BOMBEY, and Aden.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—S.S. TONRAN, July 10, 1906. S.S. TONRAN, July 24, 1906. S.S. ARNOLD BROWN, Aug. 7, 1906. S.S. BRISTOL, Aug. 21, 1906. S.S. PORTSMOUTH, Sept. 4, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, June 13, 1906. 1221

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Taranaki, &c.)

THE Steamship AUSTRALIAN, Captain McALPINE, will be despatched for the above Ports on SATURDAY, the 30th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 5, 1906. 1188

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship GLENESK, Captain J. H. PERRY, will be despatched as above on or about THURSDAY, the 10th July.

For Freight and Passage, apply to McCREGG, BROS. & CO., Agents.

Hongkong, June 18, 1906. 1245



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles & London	Plymouth
Colombo			(Brindisi 2 days earlier)	(London 1 day later)
ARADIA 7000	June 20	MONGOLIA 10000	July 29	Aug. 6
DELTA 8000	July 11	BRITANNIA 10000	Aug. 12	Aug. 19
DEVANHA 8000	July 28	MOULTAN 10000	Aug. 26	Sept. 2
DELTA 8000	Aug. 11	MARMORA 11000	Sept. 9	Sept. 16
DELTA 8000	Aug. 25	VICTORIA 7000	Sept. 23	Sept. 30
DELTA 8000	Sept. 8	MACEDONIA 10000	Oct. 7	Oct. 14
DELTA 8000	Sept. 22	CHINA 8000	Oct. 21	Oct. 28
DELTA 8000	Oct. 6	INDIA 8000	Nov. 17	Nov. 24
DELTA 8000	Oct. 20	MONGOLIA 10000	Dec. 1	Dec. 8
DELTA 8000	Nov. 3	BRITANNIA 10000	Dec. 15	Dec. 22
DELTA 8000	Nov. 17	MOULTAN 10000	Dec. 29	Jan. 5

\* The 'Dongola', 'Arcadia' and 'Oceana' proceed through, and take passengers to Marseilles and London without transshipment.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Arrangement in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

\* Union to the above Mail Steamers the following:

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	Hongkong	London
PALAWAN 4700	June 20	Aug. 6
JAPAN 4700	July 11	Sept. 2
SABINA 4700	July 28	Sept. 16
YUBA 4700	Aug. 11	Sept. 23
SUNDA 4700	Aug. 25	Oct. 7
JAVA 4700	Sept. 8	Oct. 14
MANILA 4700	Sept. 22	Oct. 28
NILE 4700	Oct. 6	Nov. 17
PALAWAN 4700	Oct. 20	Nov. 24
SUMATRA 4700	Nov. 3	Dec. 1
SABINA 4700	Nov. 17	Dec. 8
NAMUR 4700	Nov. 30	Dec. 15
BORNEO 4700	Dec. 14	Dec. 22

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carry only First Saloon Passengers.

\* For Passage, Apply to

E. A. HEWETT,

Superintendent.

## HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

## HOMELINE.

## OUTWARD.

Steamers	Destination	To Sail
ALBIA	YOKOHAMA & KOBE.	3rd July.
SPERZA	SHANGHAI, YOKOHAMA & KOBE.	9th July.
SAMBA	SHANGHAI, YOKOHAMA & KOBE.	18th July.
SAXONIA	SHANGHAI, YOKOHAMA & KOBE.	25th July.

## HOMEBWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, London, Liverpool, Glasgow, Belfast, Genoa, ports in the Levant; Black Sea and Baltic Ports; North and South American Ports.

Steamers	Destination	To Sail
ANDALUSIA	HAVRE, BREMEN & HAMBURG.	21st June.
AOILA	HAVRE & HAMBURG.	24th June.
ALBIA	HAVRE & HAMBURG.	10th July.
SPERZA	HAVRE & HAMBURG.	20th July.
ALBIA	HAVRE & HAMBURG.	6th Aug.
SPERZA	HAVRE & HAMBURG.	20th Aug.

\* This steamer, specially built for the tropics, has splendid accommodation for First-class Passengers.

\* The 'Rhenania' is to run regular from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by 'Habsburg', 'Saxonia', 'Saxonia', 'Saxonia' and 'Saxonia'.

## COAST SERVICE.

Steamers	Destination	To Sail
DAPHNE	NAGASAKI and VLADIVOSTOK.	25th June.
LYBEON	SHANGHAI.	1st July.
LYDIA	SHANGHAI and CHINKIANG.	8th July.
KOWLOON	SHANGHAI and CHINKIANG.	15th July.

For Freight and Passage, apply to

HAMBURG AMERIKA-LINIE,

SIEMSEN &amp; CO. HONGKONG OFFICE.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

Steamers	Leave	Leave
to	Hongkong	to
TAMUJI	June 24, at 10 a.m.	SUNDAY
AMOI	June 27, at 10 a.m.	WEDNESDAY
AMOI	June 27, at 10 a.m.	THURSDAY
AMOI	June 27, at 10 a.m.	FRIDAY
AMOI	June 27, at 10 a.m.	SATURDAY
AMOI	June 27, at 10 a.m.	SUNDAY

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Untravelling Table.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at 25th Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## Shipping.

IMPERIAL  
GERMAN  
MAIL  
LINES.

NORDEUTSCHER LLOYD - BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH

AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMERS.

PREUSSEN ... THURSDAY, 21st June, 1906.

ZIEHEN ... WEDNESDAY, 4th July.

ROON ... WEDNESDAY, 18th July.

BAYERN ... WEDNESDAY, 1st August.

PRINZ REGENT LUITPOLD ... WEDNESDAY, 29th August.

PRINZ EITEL FRIEDRICH ... WEDNESDAY, 12th Sept.

SACHSEN ... WEDNESDAY, 26th Sept.

PRINZ HEINRICH ... WEDNESDAY, 10th Oct.

ROON ... WEDNESDAY, 21st Oct.

ON THURSDAY, the 21st day of June, 1906, at Noon the Steamship PREUSSEN,

Captain R. MEYER, with MAIL, PASSENGERS, SPECIE AND CARGO, will

leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 19th June, Cargo

and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 20th June.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$9.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To Naples, Genoa and Gibraltar ... 1st Class 2nd Class 3rd Class

To Southampton, London, Bremen and Hamburg ... 1st Class 2nd Class 3rd Class

To New York, via Suez, ... 1st Class 2nd Class 3rd Class

Via Bremen or Southampton ... 1st Class 2nd Class 3rd Class

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or

Gibraltar and travelling to Bremen or Southampton by rail, the same rates to

be applied as via Naples, Genoa or Gibraltar, but in this case the cost

of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co.,

from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore

to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is

however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L.

Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using

an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH, WILHELMSHAFEN,

BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG -

(SUBJECT TO ALTERATION).

STEAMERS.

PRINZ WALDEMAR ... 3227 tons ... TUESDAY, 26th June, 1906.

PRINZ SIGISMUND ... 3302 tons ... TUESDAY, 4th July, ..

WILLHELM ... 4763 tons ... TUESDAY, 21st Aug. ..

ON TUESDAY, the 26th day of June, at Noon, the STEAMSHIP PRINZ WALDEMAR,

Captain C. VOLLMER, with Mail, Passengers, and Cargo, will leave this

port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To Manila, Singapore, Sydney, Melbourne, ... 1st Class 2nd Class 3rd Class

To New Guinea, ... 1st Class 2nd Class 3rd Class

To Brisbane, ... 1st Class 2nd Class 3rd Class

To Sydney, ... 1st Class 2nd Class 3rd Class

To Melbourne, ... 1st Class 2nd Class 3rd Class

To Yokohama, ... 1st Class 2nd Class 3rd Class

To Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

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To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

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To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

To Yokohama &amp; Kobe, ... 1st Class 2nd Class 3rd Class

## TO FIGHT THE HUNGHTUTES.

Two Forces Afoot.

Taipei Yuan Yui-tai, son of Viceroy Yuan, left Mukden for Chinchow-fu and beyond, on the 22nd ult., with two battalions of the Fengtien army, to join with the detachments of the Peiyang Luchun, of new Land Forces, for the suppression of the Hunghtutes, as instructed by Viceroy Yuan, on account of the large number of these bandits who are infesting cities and towns on the Manchou-Mongol frontiers.

Major-General Chang Hsun, commanding ten battalions of the Hui Chun, is starting directly for Mongolia with his troops from Hainin-fu, to attack the Hunghtutes, and these two separate forces after forming a junction with the Peiyang Lu Chun, will try to surround the bandits and either capture them all, or inflict such a decisive defeat on them that they will not be able to molest the country again.

CANADIAN ENTERPRISE.

Railway Extension in the West.

Ottawa, May 9.

Mr. Hill, president of the Great Northern Railway, in an interview in St. Paul as to his plans for the extension of the system in the north-west, said that the line would extend from Vancouver to Winnipeg, taking a route north of the Canadian Pacific Railway. The cost would be \$2,000,000.

A series of branch lines through the Canadian west would also be built, two of which were now under way. Work on the line into Winnipeg would be begun forthwith. He expressed the opinion that the salvation of Canada would be the construction of a Georgian Bay Ship Canal.

The Government of the province of Ontario has entered upon a policy of acquiring electric power by expropriating the franchises of private companies. It intends also to construct transmission lines of its own. The municipalities will eventually bear the cost of the works, paying 4 per cent. interest and the expenses of maintenance. The scheme will provide the cheapest electrical power in the whole continent, as it will be generated by water power at Niagara and on other rivers. A commission will be appointed to regulate the rates to be charged by the companies for electricity in the meantime.

Shipping.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, EGYPT AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON-TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ARADIA, Captain W. W. COOKE, R.N., carrying His Majesty's Mails, will be despatched from this port for MARSEILLES & LONDON DIRECT, on SATURDAY, the 30th June, at Noon, taking Passengers and Cargo for the above Ports.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, June 16, 1906.

1923

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN,

SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to South Africa, Persia, Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship NIPPON, Captain PANAMOVICH, will be despatched as above on TUESDAY, the 3rd July.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage &amp; Freight apply to

SANDER, WIELER &amp; CO., Agents.

Princes' Building.

Hongkong, June 6, 1906.

1176

NOTICES TO CONSIGNEES.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF CARGO per Steamship DORIS.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo remaining discharge and undelivered by TUESDAY, 19th June, 6 p.m., will be landed at Consignees' risk and expense.

Broken, chafed, or damaged goods will be examined at this Company's Godown at 10 a.m., the 20th June.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, June 16, 1906.

1210

NOTICES TO CONSIGNEES.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship INDRANI,

Captain W. GRAY WILLIAMS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by SHEWAN, TOMES &amp; CO., Agents.

Hongkong, June 14, 1906.

1225

MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP MAODUFF.

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL &amp; Co., Ltd., Agents.

Hongkong, June 13, 1906.

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BROCKLEBANK LINE TO THE FAR EAST.



